



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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GAIL FARBER, Director

February 28, 2012

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

**HEARING ON THE COUNTY OF LOS ANGELES BICYCLE MASTER PLAN
(ALL SUPERVISORIAL DISTRICTS)
(3 VOTES)**

SUBJECT

The recommended action is to certify the Final Program Environmental Impact Report and approve the County of Los Angeles Bicycle Master Plan (Plan) superseding the 1975 Los Angeles County Plan of Bikeways and guiding the development of future County bicycle and bicycle support facilities through 2032.

IT IS RECOMMENDED THAT YOUR BOARD:

AFTER THE PUBLIC HEARING:

1. Consider the proposed Final Program Environmental Impact Report for the proposed 2012 Bicycle Master Plan, including the comments received and responses thereto; find that the Final Program Environmental Impact Report reflects the independent judgment and analysis of the County; certify that the Final Program Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and that your Board has reviewed and considered the information contained therein prior to approving the Plan; determine that the significant adverse effects of the projects included in the Plan have been reduced to an acceptable level as outlined in the Findings of Fact, which findings are incorporated herein by reference; and adopt the Mitigation Monitoring and Reporting Program included in the Final Program Environmental Impact Report. Finding that pursuant to Public Resources Code Section 21081.6 the Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during Plan implementation.

2. Approve the resolution to adopt the 2012 Bicycle Master Plan as a subelement of the Transportation Element and determine that the Final Bicycle Master Plan is compatible with and supports the goals and policies of the Los Angeles County General Plan as recommended by the Regional Planning Commission.

3. Repeal the Master Plan of Bikeways, which was adopted by your Board in 1975, upon effect of the 2012 Bicycle Master Plan.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended action is to adopt the enclosed 2012 Bicycle Master Plan (Plan), which replaces the 1975 Master Plan of Bikeways. The 2012 Plan recommends 832 miles of new bikeways throughout the County. Along with the existing and proposed bicycle network under County jurisdiction, the Plan describes bicycle-related programs that are essential facets of the overall bicycle system envisioned for the County, including education, encouragement, enforcement, and evaluation. The Plan also includes design guidelines for bicycle treatments, funding options, and a phased implementation strategy for the proposed bikeway facilities.

Implementation of Strategic Plan Goals

The Plan directs the provisions of Operational Effectiveness (Goal 1), Community and Municipal Services (Goal 3), and Health and Mental Health (Goal 4). The Plan will be used to guide the development of bicycle and bicycle support facilities in the County, which will enhance residents' ability to utilize a bicycle as a viable means of transportation. A more bicycle-friendly County will contribute to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability.

FISCAL IMPACT/FINANCING

The Plan recommends bicycle transportation facilities that the County intends to construct starting Fiscal Year 2012-13 and continuing through Fiscal Year 2031-32 at an estimated cost of \$331 million. The implementation of the Plan is proposed to be in three phases over 20 years. The breakdown of the phase implementation is as follows: Phase I - Fiscal Year 2012-13 through Fiscal Year 2016-17 at an estimated cost of \$83 million; Phase II - Fiscal Year 2017-18 through Fiscal Year 2026-27 at an estimated cost of \$166 million; and Phase III - Fiscal Year 2027-28 through Fiscal Year 2031-32 at an estimated cost of \$82 million. Outside funding, such as grants, is necessary to implement all of the Plan recommendations.

Funding for the projects proposed in the Plan will be made available from various Department of Public Works (Public Works) funds, including but not limited to the Road Fund, Bikeway Fund, Proposition C Local Return Fund, Measure R Local Return Fund, and possibly the County General Fund. Should an unanticipated need arise in other Public Works operating funds, the work will be financed from the appropriate fund.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On January 6, 2009, your Board authorized Public Works to execute a contract with Alta Planning and Design to develop the County of Los Angeles Bicycle Master Plan. Utilizing this contract, Public Works created a plan intended to guide the development and maintenance of a comprehensive

bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for the next 20 years (2012 to 2032).

The Plan team solicited community involvement and stakeholder input throughout the development of the Plan. The project website provided information on the Plan's development and schedule, and hosted Plan documents for public review and comment.

Two committees were set up to guide the development of the Plan: the Technical Advisory Committee (TAC) and the Bicycle Advisory Committee (BAC). The TAC consists of members from the County of Los Angeles Departments of Public Works, Regional Planning, Public Health, Parks & Recreation, and Beaches and Harbors. BAC has 12 members. Two members were selected to represent each of the five Supervisorial Districts, which comprise ten of the members. The other two members are from the State of California Department of Transportation and the Los Angeles County Metropolitan Transportation Authority (LACMTA).

The Plan team held three rounds of public workshops to present the Plan and receive feedback from the public on the Plan's findings and recommendations. A total of 32 public workshops were conducted. In addition, the Plan team performed other extensive outreach efforts, including but not limited to sending out electronic e-mail blasts to multiple stakeholders; issuing a press release; distributing postcards at LACMTA's Bike to Work Week; mailing comment cards to local bike shops, libraries, parks, and recreational facilities; and posting public service announcements in bus shelters and on buses and shuttles that serve the unincorporated areas. Furthermore, the Plan team contacted numerous stakeholders and had additional discussions regarding the comments received and how they were being addressed in the Plan.

The Plan proposes a vision for a diverse regional system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County (see enclosed Project Summary). The Plan recommends 832 miles of new bikeways throughout the County. The Plan also includes non-infrastructure programs that are essential facets of a bicycle-friendly County. These non infrastructure programs include education, encouragement, enforcement, and evaluation programs. Furthermore, the Plan includes design guidelines for bicycle treatments, funding options, and a phased implementation strategy for the proposed bikeway facilities. The Plan organizes the County into ten planning areas, which are identical to those used for the Draft General Plan, with the exception of the Coastal Islands Planning Area, that contains no County-maintained roadways or bicycle facilities.

To comply with the California Environmental Quality Act (CEQA), the County contracted with ICF International to prepare a Program Environmental Impact Report (Program EIR). The cost of the Program EIR was partially funded by a grant received by the Department of Public Health (Public Health) through the American Recovery and Reinvestment Act. This grant program is titled Communities Putting Prevention to Work administered by the Centers for Disease Control and Prevention and delivered locally by Public Health through its Renewing Environments for Nutrition, Exercise, and Wellness initiative.

The Regional Planning Commission (Commission) conducted an initial public hearing on the proposed County Bicycle Master Plan on November 16, 2011. A Public Notice in form of a legal ad was published in the Los Angeles Times and La Opinión newspapers on October 15, 2011, pursuant to Public Resources Code Section 21092. Notices were also mailed to approximately 3,700 individuals and organizations and were e-mailed to an additional 1,600 recipients.

At the initial public hearing (see enclosed Summary of Public Hearing Proceedings), the Commission

heard testimony from ten individuals and numerous written comments were received. A second public hearing was held on January 11, 2012, and testimony was heard from two individuals. Following completion of the testimony, staff addressed the comments, and the Commission voted unanimously (5 to 0) to close the public hearing and approve the enclosed Resolution recommending a public hearing by your Board to consider approval and adoption of the proposed Plan and Program EIR.

A public hearing is required pursuant to Section 22.16.200 of the County Code and §65353-65356 of the Government Code. Required notice must be given pursuant to the procedures and requirements set forth in Section 22.60.174 of the County Code (see enclosed Legal Notice of Board Hearing). These procedures exceed the minimum standards of Sections 6061, 65090, and 65856 of the Government Code relating to the notice of public hearing.

ENVIRONMENTAL DOCUMENTATION

Draft Program EIR and Public Comment

In accordance with CEQA, a Notice of Preparation was distributed on April 4, 2011, to the Office of Planning and Research and responsible Federal and State agencies, in addition to public agencies and organizations and individuals with a possible interest in the Plan. The purpose of the Notice of Preparation was to provide notification that the County planned to prepare a Program EIR and to solicit input on the scope and content of the Program EIR. Sixteen written comment letters were received from various agencies, organizations, and individuals.

Public scoping meetings were held on April 19, 2011, at the LACMTA Headquarters in downtown Los Angeles to seek input from public agencies and the general public regarding environmental issues that may result from the projects included in the Plan. Approximately six people attended the April 19, 2011, meetings and 23 written comments were submitted.

An Initial Study was prepared for the proposed Plan in compliance with CEQA. The Initial Study concluded that there was substantial evidence that the Plan may have a significant effect on the environment and determined that a Program EIR would be required.

A Public Notice of Availability of the Draft Program EIR was published in the *La Opinión* on August 9, 2011, and in the *Los Angeles Times* on August 10, 2011. Notices were mailed to the State Clearinghouse; various Federal, State, regional, local government agencies; and organizations of interest. Copies of the Draft Program EIR were posted online. Hard copies were made available for viewing at the Public Works Headquarters. Electronic copies of the Draft Program EIR were made available at all County of Los Angeles Public Libraries. A public meeting was held at the Hall of Records in Los Angeles on September 15, 2011. A 45-day public comment period started August 9, 2011, and was extended until November 10, 2011. Fourteen comment letters were received.

The comment letters and the County's responses are included in the Final Program EIR.

Final Program EIR, Findings of Fact, and Mitigation and Monitoring Program (see enclosed environmental document)

The Final Program EIR prepared for this Plan concluded that the Plan may have significant impacts on the environment in the following areas: air quality and greenhouse gas emissions, aesthetics and visual resources, biological resources, cultural resources, traffic and transportation, hazards and

hazardous materials, hydrology and water quality, and mineral resources. All identified significant environmental effects of the Plan can be avoided or reduced to a level of insignificance through the implementation of the mitigation measures identified in the Final Program EIR. A Mitigation Monitoring and Reporting Program consistent with the conclusions and recommendations of the Final Program EIR has been prepared. The Mitigation Monitoring and Reporting Program identifies in a detailed manner how compliance with the adopted measures will mitigate or avoid potential adverse impacts of the Plan on the environment. The requirements of the Mitigation Monitoring and Reporting Program have been incorporated into the Plan.

The location of the documents and other materials constituting the record of the proceedings upon which your Board's decision is based on this matter is Public Works, Programs Development Division, 900 South Fremont Avenue, 11th Floor, Alhambra, CA 91803. The custodian of such documents and materials is the Environmental Planning and Assessments Section, Programs Development Division, Public Works.

The Plan is not exempt from payment of a fee to the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code. Such fee is authorized to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Game. Upon approval of the Final Program EIR by your Board, Public Works will file a Notice of Determination in accordance with Section 21152(a) of the California Public Resources Code and pay the required filing and processing fees with the Registrar-Recorder/County Clerk in the amount of \$2,994.00.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The County Bicycle Master Plan is a planning tool that combines the visions of our communities and the County for the future of biking. Implementation of the Plan will improve County services by promoting bicycling as a viable transportation option and delivering projects and programs to the public to support the vision.

CONCLUSION

Please return one adopted copy of this letter and enclosed resolution to the Department of Public Works, Programs Development Division.

The Honorable Board of Supervisors

2/28/2012

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Respectfully submitted,

A handwritten signature in cursive script that reads "Gail Farber".

GAIL FARBER

Director

GF:JTW:pr

Enclosures

c: Chief Executive Office
County Counsel
Executive Office
Director of Beaches and Harbors
Director of Parks and Recreation
Director of Public Health
Director of Regional Planning

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**COUNTY OF LOS ANGELES BICYCLE MASTER PLAN
PROJECT SUMMARY**

PROJECT IDENTIFICATION:	Proposed update to the Transportation Element of the Los Angeles County General Plan
REQUEST:	Adoption of the proposed Bicycle Master plan to replace the 1975 Master Plan of Bikeways, a subelement of the Transportation Element of the General Plan.
LOCATION:	Countywide
STAFF CONTACT:	Mr. Allan Abramson at (626) 458-3950
REGIONAL PLANNING COMMISSION (COMMISSION) MEETING DATES:	August 24, 2011, November 16, 2011, and January 11, 2012
COMMISSION RECOMMENDATION:	Board of Supervisors to conduct a public hearing to consider adoption of the proposed Bicycle Master Plan.
MEMBERS VOTING AYE:	Commissioners Helsley, Louie, Modugno, Pedersen, and Valadez
MEMBERS ABSENT:	None
KEY ISSUES:	<p>The proposed Bicycle Master Plan will replace the 1975 Master Plan of Bikeways.</p> <p>The proposed Bicycle Master Plan will guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for the next 20 years (2012 to 2032).</p>
MAJOR POINTS FOR:	The Plan proposes a vision for a diverse regional system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. The Plan recommends 832 miles of new bikeways throughout the County. The Plan also includes non-infrastructure programs that are

essential facets of a bicycle-friendly County, including education, encouragement, enforcement, and evaluation programs.

The County will be eligible for additional grant funding programs by having an updated bicycle master plan, such as the State of California Bicycle Transportation Account program. Additionally, having an updated bicycle master plan could result in County grant applications receiving higher scores in competitive grant opportunities, such as the Los Angeles County Metropolitan Transportation Authority's biennial Call for Projects.

MAJOR POINTS AGAINST:

The implementation of the proposed bikeway network is estimated to cost \$331 million, of which \$76 million is required for off-street bikeways and the remaining \$255 million for on-street bikeways. Implementation of the network and the programs and policies outlined in the Plan will require significant and sustained funding levels from grants, as well as dedicated funding sources available to the County.

Some of the programs included in the proposed Plan may require additional staff and consultant resources.

MR:

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**REGIONAL PLANNING COMMISSION
PUBLIC HEARING PROCEEDINGS
COUNTY OF LOS ANGELES BICYCLE MASTER PLAN**

November 16, 2011

On November 16, 2011, the Regional Planning Commission (Commission) conducted a public hearing on the Bicycle Master Plan (Plan), heard testimony from the public, continued the public hearing to January 11, 2012, and directed Public Works to incorporate necessary changes into a revised Draft for the Commission's consideration and approval. During the public hearing, Public Works' staff presented the recommendations, policies, and programs of the proposed Plan.

Following the presentation, the Commission asked questions and commended staff on the quality of the Plan and the changes that had been made since providing a presentation of the draft Plan in August 2011.

Commissioner Helsley expressed concern over the lack of planning in the areas around universities and Catalina Island. He noted that many of these areas are outside the control of the County, but noted that there should be a bike trail to connect the Catalina Island airport to Avalon. Staff pointed out that Catalina Island was not included in the Plan because there are not any County-maintained roadways on the island.

The Commission expressed concern over the use of bike boulevards in other jurisdictions and the need for education along with implementation. The Commission commended the County for committing to education programs and community outreach before implementing a bike boulevard and other innovative treatments address to concerns that the general public does not know how to navigate these types of facilities.

Commissioner Valdez questioned how the Plan handled bike parking, noting that it is an important element to the Plan because people are not likely to bike somewhere if they cannot find convenient and secure parking. Staff pointed out that there is an Appendix identifying locations where end of trip facilities are needed. The Plan's policies include the development of a bicycle parking policy for the County.

Commissioner Louie asked what the California Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transportation Authority (LACMTA), and the Army Corps of Engineers do to enhance bicycle transportation. Staff explained that LACMTA has a bicycle mode that is part of its biennial Call for Projects that funds local agencies' bicycle projects; Caltrans has the State Bicycle Transportation Account that offers approximately \$7 million each year; and the Army Corps allows for the County to develop projects within its rights of way. Commissioner Helsely added that the Metro buses have bike racks on them.

Commissioner Mogduno asked Mr. Hafetz of County Counsel to clarify the role of the Commission. Mr. Hafetz confirmed that the role of the Commission is to rule on land use and public safety only. All aspects of the Plan are under the purview of the Board of Supervisors. Commissioner Helsley asked if a bikeway can be included with a development if it is not in the Plan. Mr. Hafetz confirmed that this is possible and Public Works would have to make a case for its inclusion.

Testimony was heard from ten members of the public. Mr. Eric Bruins, coach of the University of Southern California cycling team, mentioned that he wanted to see innovative treatment in the Plan like the green sharrows and cycle tracks in Long Beach. He believes that these type of treatments will encourage the interested but concerned riders to ride bicycles. He also encouraged the County to adopt the Model Design Manual for Living Streets as part of the Plan. Ms. Alexis Lantz, Policy and Planning Director of the Los Angeles County Bicycle Coalition (LACBC) encouraged the County to take another look at the prioritization criteria to ensure that projects in urban areas are not pushed to the bottom of the Plan. Concern was also expressed that the prioritization criteria ignored areas with high obesity rates and low income levels. Michelle Chavez, a member of the Antelope Valley High Desert Cyclists, spoke in favor of the Class II bikeways proposed in the Plan but was concerned over the number of Class III bikeways in the Plan on high speed streets, with speed limits of 50 to 55 miles per hour. Alice Strong of the West San Gabriel Valley Bicycle Coalition asked that we upgrade more of the Class III bikeways in the Plan to Class II bikeways. Dennis Hindman mentioned that there are more potential users of bicycles than registered drivers but that the mode share for bicycling in the United States is only 1 percent. He spoke against the use of Class III bikeways because he believes that bicyclists should have their own traveled way as is done in the Netherlands. Verinla Fredrick and Alison White spoke to oppose the 0.6 mile bike path along Sepulveda Channel. Bryant Keister of the West Hollywood Bicycle Task Force and West Hollywood Bike Coalition urged the Commissioners to do everything they can to increase bicycling in Los Angeles. Mark Elliot of Bike Better Beverly Hills noted that the Plan is an incredible opportunity to expand bicycling in the County and that he was pleased with the changes from the February draft to the current draft. He noted that data is needed so that we can benchmark the bicycling levels in the County and accurately project increases in bicycling. Mary Lore, a South Pasadena resident, noted that more has to be done to get women on bicycles.

The Commission voted unanimously to continue the public hearing.

January 11, 2012

At the January 11, 2012, public hearing, the Commission approved the update to the Bicycle Master Plan as a subelement of the Transportation Element of the County General Plan. Public Works presented the Commission with details of the changes to Plan since the November 16 meeting as a result of the comments from the Commission and public, as well as the Board of Supervisors motion that was passed on November 29, 2011. Changes include:

- Addition of Section 1.5 entitled "Updates and Amendments to the Plan" to explain the process for updating and changing the recommendations in the Plan. This section specifically describes the concerns expressed for the rural Class III bike routes. If during the implementation phase of a project, the community supports changing the designation to a Class II bike lane, the County will evaluate the feasibility and amend the Plan.
- Modifications to the bicycle network:
 - Upgraded 3.4 miles of Class III bike route to Class II bike lanes on Elizabeth Lake Road within the Lake Hughes town center (Antelope Valley Planning Area)
 - Added 0.8 mile of Class II bike lanes on Montrose Avenue in the La Crescenta-Montrose community (San Fernando Planning Area)
 - Added 1.6 miles of Class III bike routes on Tyler Ave, W. Hondo Parkway and S. 10th Avenue (West San Gabriel Valley Planning Area)
- Added policies and programs related to participation in a working group spearheaded by the Los Angeles County Metropolitan Transportation Authority to develop a regional bicycle sharing program within the County.
- Corrected errors identified following release of the October 2011 draft.
- Section F.5.4, Bicycle Boulevards, has been added to the Design Guidelines, Appendix F of the Plan. This section provides additional information on bicycle boulevards.
- Added Section F.5.6, Innovative Design Treatments, to the Design Guidelines. This section includes cycle tracks as well as other innovative treatments that have not been approved by the State for use on local roads. Although these non-standard treatments are not in the current manuals, the Plan does note that they will be included in our toolbox once approved by the State, or implemented as an approved experimental project.

Commissioner Haefetz commented that he was impressed with the changes that were made to the Plan and that it showed staff really tried to listen to the communities' concerns. He was also supportive of the inclusion of non-standard treatments to the toolbox. Commissioner Vasquez inquired if the Plan includes the additional outreach that Public Works has stated would be part of the implementation of facilities such as the Sepulveda Channel in Mar Vista. Public Works' staff noted that outreach to the communities is a normal practice for Public Works for these types of projects.

The hearing was then opened for public testimony. Testimony was heard from two individuals. The first person to testify was Dennis Hindman, who spoke about the inadequacy of Class III bikeways and that they will not encourage additional people to ride a bike. He requested that the County to move towards developing facilities that are more like the facilities in Portland, which did not include bike routes in its 1996 or 2010 Plans, or the Netherlands where bicycles have an exclusive right-of-way separate from cars and pedestrians.

Next Alexis Lantz of the LACBC testified and spoke mostly in support of the Plan, commending the County for its willingness to continue to work with LACBC to improve

the Plan. She noted that she would like to see small changes in the Plan to ensure that all bicycle boulevards would include traffic calming measures. She was concerned that the Environmental Impact Report (EIR) prepared for the Plan did not allow for a statement of overriding consideration for projects proposed by the Plan. Ms. Lantz also requested that the Plan allow flexibility to upgrade Class III bike routes to Class II bike lanes if deemed feasible, without requiring a time-consuming Plan amendment.

The Commission requested that Public Works respond to the public testimony. Public Works' staff explained that the Plan provides five application levels for implementing bicycle boulevards and identification of the application level and specific treatments will be a community-driven process. Not all bicycle boulevards may require the same application level, and the Plan should allow flexibility. There was no statement of overriding considerations, since the EIR found ways to mitigate all significant impacts to less than significant. If a project would have impacts that could not be reduced to less than significant, then a supplemental EIR would be required and we would need a statement of overriding considerations. In addition, it would not be necessary to amend the EIR to add additional facilities unless the facility would have impacts that were not covered in the EIR. Public Works' staff mentioned that feasibility was only one factor in determining where to recommend Class III bike routes and in some instances, such as the rural areas, the community favored Class III bike routes over Class II bike lanes. Upgrading a classification to a Class II bike lane would also need support from the affected communities. Regional Planning' staff reported that since the Bicycle Master Plan is a regulatory document, unless there is a mechanism in the Plan to allow flexibility to change the classification of a facility, a Plan amendment would be required. The Plan is a part of the County General Plan, and as the Mobility Element is updated, a flexibility factor can be added to address upgrades in classifications where Public Works determines it is appropriate. The Mobility Element would need to outline where a plan amendment would not be required.

The Commission voted unanimously to approve the Plan and to recommend that the Board of Supervisors hold a public hearing to consider and adopt the proposed Plan.

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**RESOLUTION OF THE COUNTY OF LOS ANGELES BOARD OF SUPERVISORS
TO ADOPT THE UPDATE TO THE BICYCLE MASTER PLAN,
A SUBELEMENT OF THE TRANSPORTATION ELEMENT
OF THE COUNTY GENERAL PLAN**

WHEREAS, the Board of Supervisors of the County of Los Angeles has conducted a public hearing on the matter of the update the County of Los Angeles Bicycle Master Plan, pursuant to Government Code §65302, on February 28, 2012; and

WHEREAS, the Board finds as follows:

1. The Board of Supervisors adopted the General Plan, pursuant to the California Government code §65300, on November 25, 1980; and
2. The General Plan must have a Circulation Element (also known as the Transportation Element) that sets forth goals, policies, and programs for the preservation and improvement of transportation options for all income groups and persons with disabilities; and
3. California Government Code §65302 requires that commencing January 1, 2011, any substantive revision of the Circulation Element shall modify the Circulation Element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the General Plan; and
4. The Bicycle Master Plan meets the intention of California Government Code §65302, providing for multimodal transportation suitable for all users and all areas of the County; and
5. An amendment is proposed to repeal the Plan of Bikeways, adopted in 1975, and adopt the Bicycle Master Plan as outlined in this Resolution; and
6. The current Plan of Bikeways was adopted in 1975, and it is desirable that it be updated with revised demographic information, maps, goals, and policies that reflect current conditions, projected growth, and desired outcomes; and
7. Pursuant to the Streets and Highway Code §891.2, a city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:
 - (a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- (c) A map and description of existing and proposed bikeways.
- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.
- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.
- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- (i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- (k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

8. California Streets and Highways Code Section 891.2 requires a Bicycle Master Plan to be adopted by the Board of Supervisors every 5 years to be eligible for funding from the State Bicycle Transportation Account; and
9. The Bicycle Master Plan complies with the requirements of California Streets and Highways Code Section 891.2 making the County eligible for funding under the State Bicycle Transportation Account following concurrence from Los Angeles County Metropolitan Transit Authority and the State of California Department of Transportation; and
10. An Initial Study was prepared for the Bicycle Master Plan in compliance with California Environmental Quality Act (CEQA) and the County's environmental guidelines and reporting procedures, which demonstrated the need for an Environmental Impact Report; and
11. An Environmental Impact Report was prepared for the Bicycle Master Plan which concluded that the Plan may have significant impacts on the environment in the following areas: air quality and greenhouse gas emissions; aesthetics and visual resources; biological resources; cultural resources; traffic and transportation; hazards and hazardous materials; hydrology and water quality; and mineral resources. All identified significant environmental effects of the Plan can be avoided or reduced to a level of insignificance through the implementation of the mitigation measures identified in the Final Program EIR; and
12. The Proposed Bicycle Master Plan is consistent with the purpose, intent, and provisions of the General Plan.

THEREFORE, BE IT RESOLVED THAT the Board of Supervisors of the County of Los Angeles:

1. Consider the proposed Final Program Environmental Impact Report for the proposed Plan, including the comments received and responses thereto; find that the Final Program Environmental Impact Report reflects the independent judgment and analysis of the County; certify that the Final Program Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and that your Board has reviewed and considered the information contained therein prior to approving the Plan; determine that the significant adverse effects of the projects included in the Plan have been reduced to an acceptable level as outlined in the Findings of Fact, which findings are incorporated herein by reference; and adopt the Mitigation Monitoring and Reporting Program included in the Final Program Environmental Impact Report. Finding that pursuant to Public Resources Code Section 21081.6 the Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during Plan implementation; and

2. Find that the policies and proposals contained in the proposed Bicycle Master Plan, considered individually and cumulatively, do not adversely affect the internal consistency of the Los Angeles County General Plan; and
3. Adopt the Proposed Bicycle Master Plan to the Transportation Element of the Los Angeles County General Plan as the 2012 County of Los Angeles Bicycle Master Plan, and repeal the existing 1975 Los Angeles County Plan of Bikeways.

On the _____ day _____, 2012, the foregoing Resolution was adopted by the Board of Supervisors of the County of Los Angeles.

SACHI A. HAMAI
Executive Officer of the
Board of Supervisors of the
County of Los Angeles

By _____
Deputy

APPROVED AS TO FORM:

ANDREA SHERIDAN ORDIN
County Counsel

By _____

Deputy

KN:

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**RESOLUTION
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES**

**PROJECT NO. R2011-00874
ADVANCE PLANNING CASE NO. 201100008
PLAN AMENDMENT CASE NO. 201100005
ENVIRONMENTAL CASE NO. 201100124**

WHEREAS, the Regional Planning Commission (Commission) of the County of Los Angeles (County) has conducted public hearings on the matter of the update to the Master Plan of Bikeways, a subelement of the Los Angeles County Transportation Element, on November 16, 2011; and

WHEREAS, the Commission finds as follows:

1. Section 65350, et seq., of the California Government Code provides for the adoption and amendment of a jurisdiction's general plan; and
2. The Board of Supervisors of the County adopted the Countywide General Plan (General Plan), on November 25, 1980, which General Plan has been periodically updated and amended since that time; and
3. An amendment is being proposed to repeal the Plan of Bikeways, adopted in 1975, and adopt the Master Plan of Bikeways as outlined in this resolution; and
4. The General Plan must contain a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan; and
5. Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan; and
6. The current Plan of Bikeways was adopted in 1975 and it is desirable that it be updated with revised demographic information, maps, goals and policies that reflect current conditions, projected growth, and desired outcomes; and
7. Pursuant to the Streets and Highway Code §891.2, a city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- (a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.
- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- (c) A map and description of existing and proposed bikeways.
- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.
- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.
- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- (i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- (k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

8. The County Department of Public Works (Public Works) conducted three rounds of public workshops throughout development of the Plan to obtain public participation and feedback.
9. In February and March 2010, Public Works conducted the first round of workshops to announce efforts to update the Plan and provide opportunities to receive public input. There were a total of 10 workshops during the first round at the following locations: Ladera Senior Center, Ladera Heights; Castaic Regional Sports Complex, Castaic; Baldwin Park Library, Baldwin Park; Topanga Elementary School, Topanga; Long Beach Polytechnic High School, Long Beach; Las Virgenes Municipal Water District, Calabasas; A.C. Bilbrew Library, Los Angeles; Marina del Rey Library, Marina del Rey; East Los Angeles Library, East Los Angeles; and Fire Station 129, Lancaster; and
10. In June 2010, Public Works conducted the second round of workshops to identify and seek public input on the specific study corridors being evaluated by the project; education, encouragement, and enforcement program recommendations; and the project prioritization method. There were a total of 11 workshops during the second round at the following locations: Ladera Senior Center, Ladera Heights; William S. Hart Park, Newhall; Baldwin Park Library, Baldwin Park; Topanga Elementary School, Topanga; Steinmetz Senior Center, Hacienda Heights; Las Virgenes Municipal Water District, Calabasas; A.C. Bilbrew Library, Los Angeles; Marina del Rey Library, Marina del Rey; East Los Angeles Library, East Los Angeles; Fire Station 129, Lancaster; and Altadena Community Center, Altadena; and
11. On March 3, 2011, Public Works released the Public Review Draft Plan. The public review period for the Draft Plan ended on June 3, 2011; and
12. In March and April 2011, Public Works conducted the third round of workshops to present the Draft Plan and obtain public input. There were a total of 11 workshops during the third round at the following locations: Ladera Senior Center, Ladera Heights; William S. Hart Park, Newhall; Baldwin Park Library, Baldwin Park; Topanga Elementary School, Topanga; Pathfinder Park, Rowland Heights; Las Virgenes Municipal Water District, Calabasas; A.C. Bilbrew Library, Los Angeles; Marina del Rey Library, Marina del Rey; East Los Angeles Library, East Los Angeles; Fire Station 129, Lancaster; and Altadena Library, Altadena; and
13. The County has determined that a Program Environmental Impact Report (EIR) is the appropriate environmental document for the Draft Plan. A Notice of Preparation (NOP) for the Program EIR was distributed in April 2011; and
14. In 2011, a Draft EIR was prepared for this project in compliance with the California Environmental Quality Act (CEQA) and the County's environmental reporting procedures. Written and verbal comments on the NOP were addressed in the Draft EIR; and the Draft EIR was released August 9, 2011.

15. A Notice of Availability for the Draft EIR was filed with the State Clearinghouse on August 9, 2011, and with the County Clerk on September 26, 2011. The public review period for the Draft EIR was from August 9, 2011, to November 10, 2011.
16. The Final EIR includes written responses to public testimony and comment letters that were received during the Draft EIR comment period; and
17. The Commission has independently reviewed the information contained in the Draft EIR and Final EIR; and

WHEREAS, the Regional Planning Commission, having considered all materials, file information, the EIR, and all State and public comments and reports from the staff, does make the following findings:

1. The Draft EIR dated August 9, 2011, was prepared, reviewed, and circulated pursuant to the provisions of the County Code and the California Environmental Quality Act (CEQA); reflects the independent judgment and analysis of the County; and the project has potentially significant adverse effects to the environment that have been reduced to less than significant with implementation of mitigation measures; and
2. The proposed revision to the Los Angeles County 1975 Plan of Bikeways sets forth policies and programs intended to guide the development and implementation of a comprehensive bicycle network and other bicycling programs throughout the unincorporated communities of the County for the next 20 years (2012 to 2032); and
3. The Plan recommends 832 miles of new bikeways throughout the County. The implementation of this proposed bikeway network is estimated to cost \$331 million of which \$76 million is required for off-street bikeways and the remaining \$255 million for on-street bikeways. Along with the existing and proposed bicycle network under County jurisdiction, the Plan describes bicycle-related programs that are essential facets of the overall bicycle system envisioned for the County, including education, encouragement, enforcement, and evaluation. The Plan also includes design guidelines for bicycle treatments, funding options, and a phased implementation strategy for the proposed bikeway facilities.

NOW, THEREFORE BE IT RESOLVED, that the Regional Planning Commission recommends that the Board of Supervisors:

1. Hold a public hearing, pursuant to §65580-65589.8 of the California Government Code, to consider Project No. R2011-00874, which includes the following: (i) Plan Amendment Case No. 201100005, which amends the Transportation Element of the General Plan; and (ii) Environmental Case No. 201100124, which consists of a Program EIR for the aforementioned Plan Amendment; and

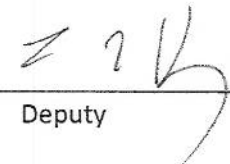
2. That the Board consider, approve, and adopt Plan Amendment No. 201100005 that would repeal the currently adopted Plan of Bikeways and would adopt the Final Bicycle Master Plan; and
3. Certify that the Final Program EIR has been completed in compliance with CEQA and the State and County guidelines related thereto and reflects the independent judgment of the Board; and
4. Find that the Board has reviewed and considered the information contained in the Final Program EIR prior to approving Plan Amendment Case No. 201100005; and
5. Determine that the significant adverse effects of implementation of Plan Amendment Case No. 201100005, as described in the Final Program EIR, have been reduced to less than significant with implementation of mitigation measures, as stated in the CEQA Findings of Fact that were submitted to the Commission on December 29, 2011, which findings are incorporated herein by reference; and
6. Adopt the Final Bicycle Master Plan as a subelement of the Transportation Element and determine that the Final Bicycle Master Plan is compatible with and supports the goals and policies of the Los Angeles County General Plan.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission in the County of Los Angeles on January 11, 2012.


County of Los Angeles
Regional Planning Commission

APPROVED AS TO FORM:

ANDREA SHERIDAN ORDIN
County Counsel

By 
Deputy

MR:

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